STREETSCAPE DESIGN STANDARDS FOR COMMERCIAL STREETS FALLS CHURCH, VA

BRANDING THE CITY

March 13, 2017

Acknowledgements

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Dennis Szymanski, Tree Commission
Kathy Philpott Costa, Tree Commission
Tim Stevens, Village Preservation and Improvement Society
Rachelle Barimany, Chamber of Commerce
Andrew Painter, Chamber of Commerce
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Special Thanks

City Boards & Commissions

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Using this Document

This document includes both aspirational information and designs details. The aspirational information on pages 1 through 3 speaks to the City's design goals and principles. The design details on pages 3 through 27 describe in detail the prescribed look and feel of the City's streetscape.

Figure 1: Recently installed streetscape at 301 W Broad Street uses a mix of raised and flushed tree planters to support additional trees while accommodating access needs.

Use of Photographs

No single photograph within this document captures the entirety of these standards. Photographs are used throughout this document to highlight specific streetscape design elements. Captions identify specific elements that are being highlighted.

Introduction

Streetscape expresses the character of a community. It advertises what the City cares about and how it sees itself.

The term "streetscape" encompasses many different design elements in the City. At a minimum, it includes the design and spacing of street furniture and street trees. Streetscape extends to public art and the selection of sidewalk and building materials.

"Streetscapes and their visual experience largely influences public places where people interact, and it ultimately helps define a community's aesthetic quality, economic activity, health, and sustainability" (Complete Communities, University of Delaware).

The Value of Streetscape

Quality streetscape enhances the visual appearance of the City and improves the pedestrian environment. More than that, streetscape improves economic performance, environmental quality, and public health of communities and provides a visual indicator of a sense of place.

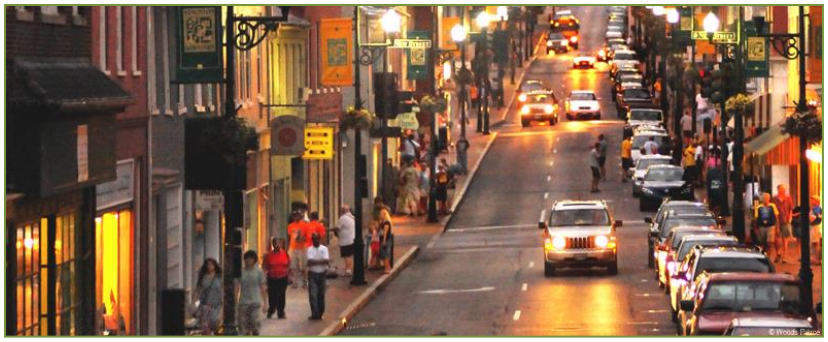


Figure 2: Attractive signs, consistent lighting, and hanging flower baskets create an inviting atmosphere in Staunton, VA.

Building the City's Brand

The City of Falls Church is a unique and special place. These streetscape standards serve to highlight and build upon the City's special characteristics. The City's streetscape is part of the City's brand. Streetscape advertises the City to visitors and serves as a point of pride for residents.

Things that make the City special include the following:

- The City's unique **history**
- High use of street **trees** and other **greenery**
- **Progressive transportation**, including alternatives to automobile transportation
- A **family friendly** place

Figure 3: The 100 block of W Broad Street shows the City's classic streetscape look – brick sidewalks, raised planter edges, and large canopy trees.

Streetscape Goals

The following goals list the City's economic, aesthetic, ecological, and social priorities.

- To Create a Sense of Place: Streetscape elements will contribute to a "sense of place" that is enjoyable, memorable, and provides connective and harmonious outdoor spaces.
- To Create a Sense of Unity: The Streetscape will emphasize a sense of unity and harmony by utilizing a uniform set of amenities including: streetlights, street trees, pavement treatments, and street furniture in commercial areas,
- To Create A Safe, Comfortable, and Inviting Pedestrian Experience: Pedestrian and vehicle pathways will connect uses and public amenities. Streetscape elements will create a physical and psychological sense of separation between pedestrian and vehicle zones.
  Sidewalks will be wide enough to allow for comfortable pedestrian flow. To promote equity and accessibility, pedestrian facilities will deliver on the letter and spirit of the Americans with Disabilities Act.
- To Enhance Existing Businesses: Streetscape design will ~~To~~ promote economic activity by enhancing the appearance and appeal of the City's retail and office structures and encouraging visits to local businesses.
- To Create Gateways: Gateways and entrances to the City will provide a sense of arrival and welcome visitors into Falls Church. This will be achieved by marking entrances with signature architecture, public art, distinctive streetscape treatments and/or landscaping.
- To Provide a Suitable Transition from Commercial to Residential Areas: Appropriate transitions between the busier commercial corridors and the quieter residential neighborhoods are important. Transitions ensure that new development is compatible with its neighbors. The primary ways of accomplishing transitions are architectural (adapting the building) and landscaping (adding open space, edges, screening or buffers).
- Promote Environmental Sustainability: Streetscape will protect and improve environmental quality. This includes protecting robust urban tree canopy; increasing walkability and sustainable transportation options; capturing storm-water; reducing carbon emissions; and using locally sourced, renewable, uniquely durable or otherwise ecologically beneficial materials.

Figure 4: The Great Streets program in San Francisco, CA, creates streetscapes that build the City's brand as an attractive, outdoor, walkable place.

How to Use These Standards

These standards should be used for the design of all public and private projects in the City's commercial areas. These standards should be referenced by Advisory Boards and Commissions, all City departments, and the private sector throughout any new project's development, delivery, and maintenance.

Flexibility

These standards are the City's primary tool for developing good urban design and establishing certain parameters for future streetscape design.

Standards on street cross sections should be adhered to unless conditions dictate otherwise. Standards on street furniture and materials should generally be adhered to. Exceptions will be considered to the extent they are needed for local conditions or the exceptions enhance the City's brand and support the goals of these standards.

Figure 5: The Tinner Hill streetscape along South Washington Street, a variation from the standard, highlights the City's cultural heritage

Relationship to Other Plans

These streetscape standards are part of a larger family of plans that inform development in the City of Falls Church. This family begins with the Comprehensive Plan and then branches out to include Small Area Plans, Master Plans, and Design Guidelines.

This document serves as the principal policy guide for streetscape design. When this document is silent on a particular issue, other plans should be referenced as needed.

Figure 6: Creative design applied to a leftover space in Culpeper, VA, create a special place.

Figure 7: Repurposed parallel parking spaces in Philadelphia, PA, create a multiuse space for residents and visitors.

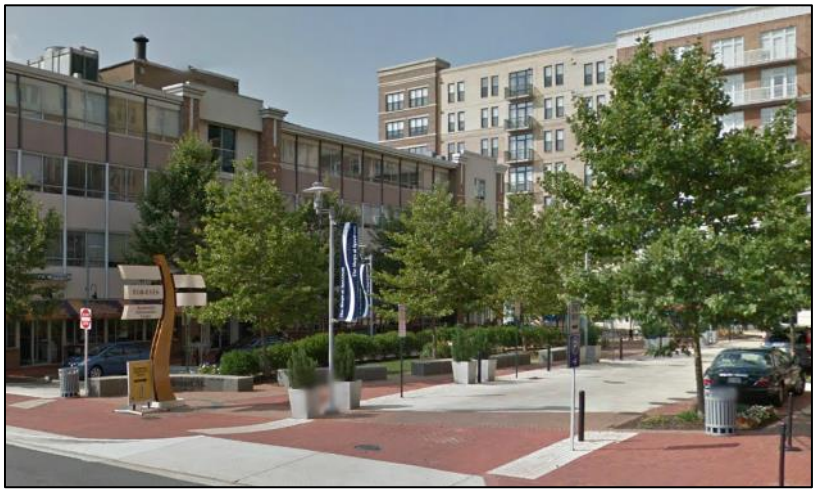
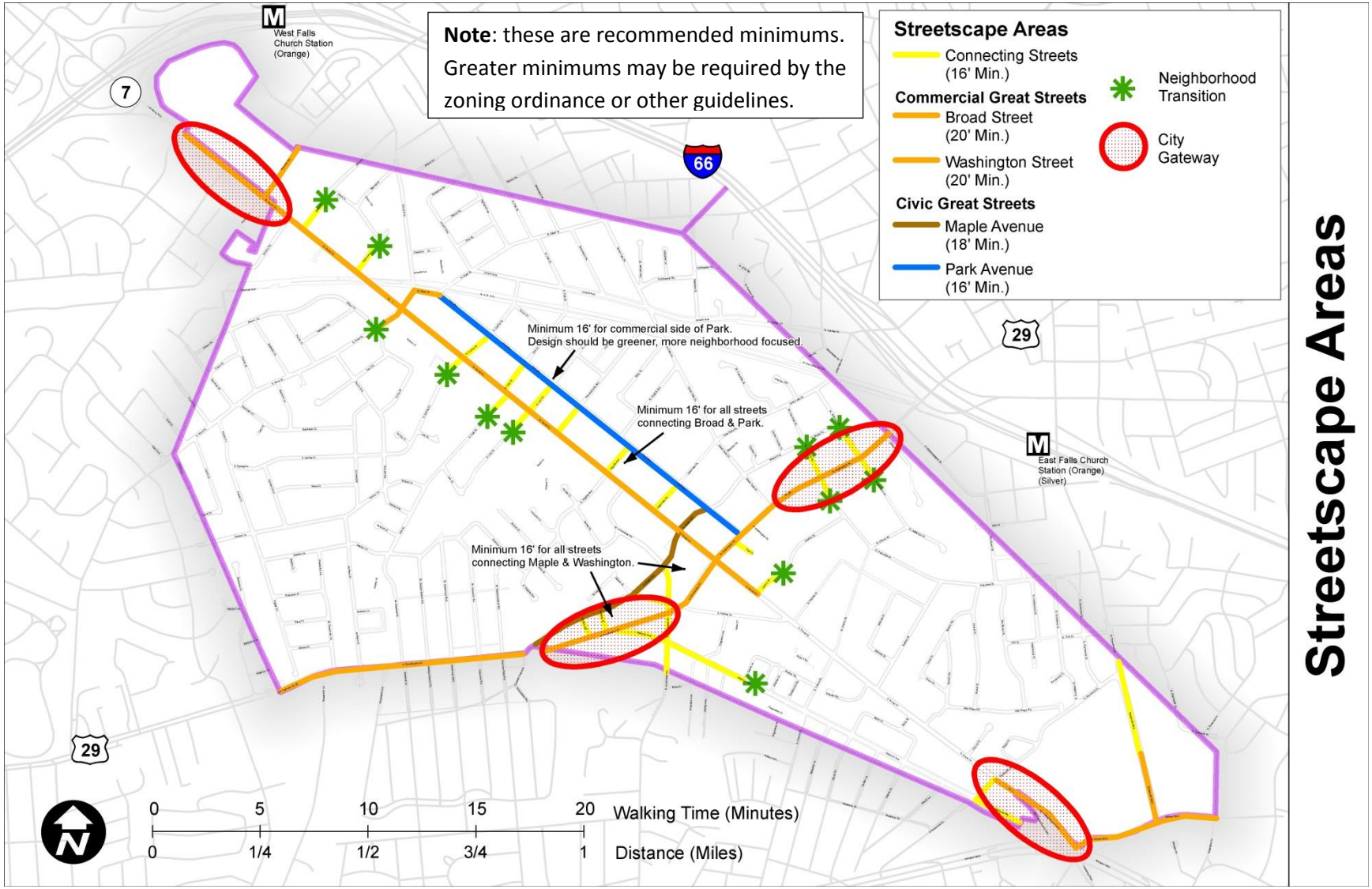


Figure 8: Pedestrian-scale design creates an inviting space in the Spectrum Building at 444 West Broad Street.



Map 1: Building Setbacks within Different Streetscape Areas

Streetscape Districts

To build the City's brand, a single set of streetscape standards is used for commercial streets throughout the City. This single set of standards builds on previous planning efforts in the City, including the West Broad Street Streetscape Plan (1987), the North Washington Streetscape Design Guidelines (2010), the Comprehensive Plan, and the City's small area plans.

Street Hierarchy

The City's streets serve as transportation arteries, but they are also more than that. Streets are places were community happens. The following describes the character of the City's streets.

Commercial Great Streets

Broad Street and Washington Street are the most traveled and most visited streets in the City. They serve as the public face of the City to visitors. Broad and Washington streets should have the same streetscape design.

Civic Great Streets

Maple Avenue and Park Avenue are places that are special to City residents. They are home to the City's municipal campus and arts and culture venues.

Connecting Streets

Connecting streets complete the City's street network and are opportunities for additional commercial activity, including outdoor dining, but in a quieter setting and with availability for on-street parking.

City Gateways

The gateways are located near the City borders where major highways cross jurisdictional lines.

The City's Comprehensive Plan identifies gateways into the City. The gateways are places to welcome travelers to "The Little City" of Falls Church. As City gateways, special features and signage may be incorporated into the streetscape design to highlight specific aspects of the City. Any variations from the standards should be consistent with the goals of these standards.

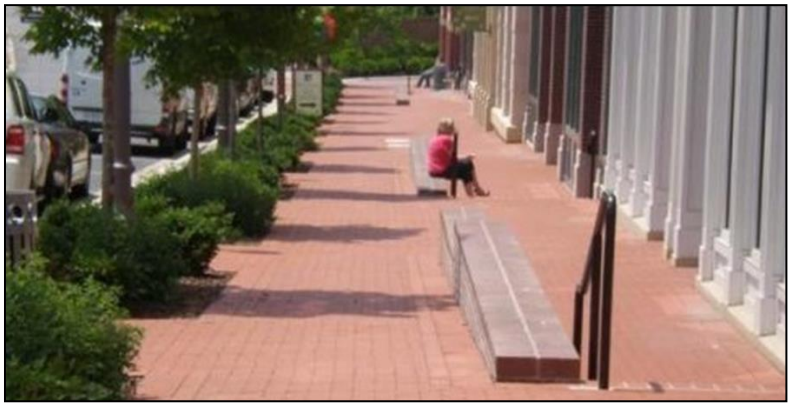


Figure 9: Streetscape in front of the Pearson Square building at 410 South Maple Avenue provides a more open feel and uses pink brick paver sidewalks.

Street Furniture

Well-designed street furniture contributes to a functioning streetscape. First, street furniture provides functionality, comfort, and convenience. Second, attractive furniture enhances branding efforts. Lastly, standard furniture design creates continuity.

Street Lights and Traffic Signals Mast Arms

Street lights provide adequate, even lighting along streets and sidewalks. This provides safety and an inviting feel. Traffic signal mast arms provide an attractive support for traffic signals; as opposed to overhead wires spanning the intersection. Both elements should provide opportunities to hang banners and flower baskets to add character to the street.

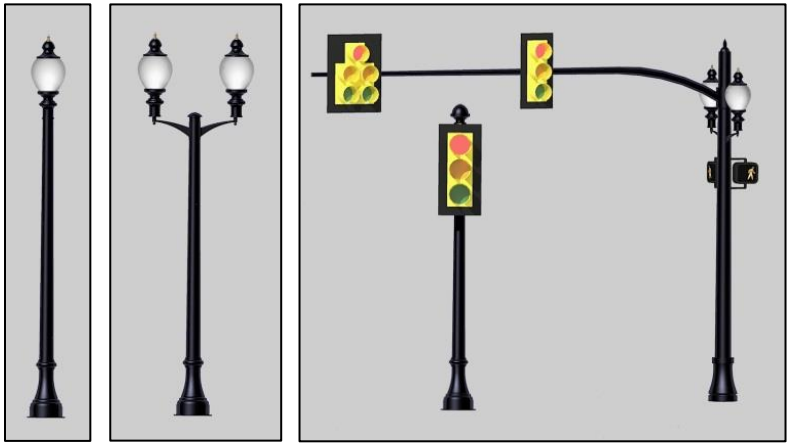


Figure 10: Standard City Street lights, decorative Jefferson pole with K118 LED luminaire and rippled acrylic globe, color black. Standard City traffic signal mast arms, Union Metal "Nostalgia Series" with decorative base without City seal, color black.

To provide even lighting and promote a safe commercial environment in the evenings, street lights have approximately 60 foot spacing.

Street lights will be the same style historically used along W Broad Street and Washington Street and painted black. The City seal is no longer required.

Pedestal mounted traffic signals can be used in addition to mast arm mounted signals to increase visibility. Pedestal mounted signals can be used instead of mast arm signals to reduce visual impact – in this case, visibility and safety must first be evaluated by the City's engineering staff.

Figure 11: Pedestal traffic signal poles in downtown Staunton, Virginia.

Benches

Benches provide respite for traveling pedestrians. More generally, they also provide places sit, relax, and enjoy the City.

To provide frequent sitting opportunities and to create an inviting atmosphere, benches should be placed approximately every 90 feet.

Benches along Washington Street and Broad Street will be the following type:

Figure 12: Standard City Bench, Victor Stanley, RB-28, color black.

Trash and Recycling Cans

Trash and recycling cans help reduce litter and solid waste pollution.

Cans will be placed according to the City's existing standards, which generally call for cans on street corners and in areas where additional capacity is needed. Also, trash and recycling cans will be installed in pairs. The City services street cans weekly.

Figure 13: Standard City trash can, Concourse Series, Model FC-12, color black with black plaster liner and recylcing can, Concourse Series, Model FC-12, color black with black plastic liner, white recyle lid and plaque, lid and plaque decals.

Bicycle Racks

Bicycle racks promote transportation mode choice by providing a safe place to secure bicycles. Bicycle rack design also provides branding opportunities.

Bike racks will be placed near bus shelters and heavily traveled areas. To keep bicycles upright, racks should have two points of contact with the frame.

Bike racks can either be a “post and loop” otherwise known as “hitch” design in black or a bicycle style in green.

Figure 14: Post and Loop a.k.a. “hitch” bike rack, color black and The Little City bike rack, color green.

Bus Shelters

Bus shelters provide transit riders a place to sit and rest while waiting for the bus. They also provide protection from inclement weather.

Preferred bus stop locations and siting principles are identified in the City’s Bus Stop and Bus Shelter Master Plan.

Bus stops will match the City’s standards, which is the Duo-Gard 5’x9’ Colonial Series shelter.

Figure 15: The City's new standard shelter design highlights the City's Little City charm and helps to distinguish the City from surrounding areas.

Street Name Signs

Street signs provide orientation information include street names and block numbers. They also present opportunities for branding.

Street signs are placed at intersection. Sign sizes are based on street size.

Figure 16: Street signs in Ogden City and Chicago include graphics that reflect the uniqueness of the area. The existing street sign for W Broad St and N Oak St in the City of Falls Church is shown for comparison.

Tree Planters

Street trees provide numerous benefits. Street trees stimulate downtown business, provide cleaner air, prevent erosion and runoff, calm automobile traffic, and encourage walking. Tree species selection and planter design should balance these interests.

Tree Size and Shape

Trees come in different sizes and shapes. For street trees, critical species features include (1) enough spread to provide consistent canopy and (2) minimum branch heights to allow visibility to shops and provide clearance for pedestrians and other forms of traffic. These needs lead to the selection of larger canopy style trees. New street trees should have a minimum 2.5 inch caliper. The City Arborist, with the review of the Tree Commission, will review tree species selection for work in the City's defined streetscape corridors.

Tree Health and Planter Dimensions

To survive and thrive, trees require access to non-compacted soil and adequate amounts of water. These needs can be quantified by soil volume and open surface area. In order to accommodate canopy tree, planters should provide a minimum soil volume of 1,000 ft^3 feet per tree, a minimum open surface area of 60 ft^2 per tree, and have a minimum open soil width of 5 feet and a minimum below grade soil width of 6 feet.

Cantilevered concrete under pavers should be used, because they support multiple goals by increasing functional space on the sidewalk and increasing available soil volume for trees. To maximize soil volume, a 5 foot deep soil "trench" should be used down the length of the street. To balance rain water infiltration and functional space, surface tree planter areas will be 5 feet wide by 14 feet long, with oval ends, and one tree per planter.

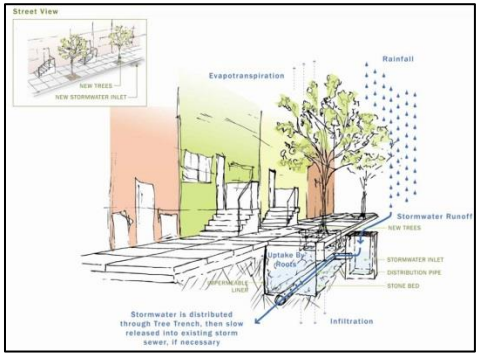


Figure 17: Continuous soil trenches under the sidewalk provide soil for trees and space for amenities.

Irrigation

Urban environments are not natural settings for trees and plantings. The urban environment restricts access to rain water. To provide sufficient water, permanent irrigation systems with spray heads must be installed, not drip irrigation or temporary systems

Planter Styles

Tree planter design must be context sensitive. Planter design needs to consider available sidewalk and right-of-way widths, proximity to bus stops/shelters, and emergency services access. Three types of planters are described in this plan. Each is appropriate in different settings. For any planter style selected, the planter should meet the cross section standards and not interfere with pedestrian access or emergency services access.

Streetscape Tree Planter Styles	Why Use	Where to Use
	**Flush planter** beds are used to maximize functional pedestrian space and to provide unobstructed access.	Preference should be given to flush planters. They are especially important when there is limited sidewalk width. They are also important to when providing access for emergency services, such as fire and medical. Flush planters should be used directly in front of building entrances.
	**Edged planters** help protect trees and vegetation by guarding against soil compaction and winter salt runoff.	Edged planters are a recommended option to add interest to the streetscape. Edged planters should be used when adequate pedestrian space and building spaces can otherwise be provided. Where used, they should be placed completely in the amenity space.
Supplementary Planters		
	**Raised planters** can be used to provide seating areas and to create or add to other points of interest.	Raised planters may be considered in addition to, but not in lieu of, edged and flush planters. Raised planters shall not be placed along street edge and shall not encroach into clear pedestrian space, or otherwise impede the streetscape standards in this document. Raised planters should be used to provide secondary seating near plazas, pocket parks, restaurants, and other gathering spaces.

Cross Sections

These standards break the sidewalk into three zones – the building zone, the pedestrian zone, and the amenity zone. The cross section defines the amount of space allocated to each zone.

Building Zone

The building zone blends the public and private realms. The building zone provides activity spaces and provides a connection between activity inside of buildings and public uses along the sidewalk. The building zone is the area between the building face and the pedestrian zone. The building zone includes outdoor dining, furnishings, accent plantings, art, and merchandise displays. This area should not include building projections or other encroachments (ramps, elevated, terrace, etc.) except for canopies above.

Pedestrian Zone

The pedestrian zone provides a space for pedestrian and bicycle travel. The pedestrian zone extends from the building zone to the amenity zone. The pedestrian zone should be clear of obstacles and encroachments.

Amenity Zone

The amenity zone provides a space for street infrastructure and serves as a buffer between pedestrian and automobile traffic. The amenity zone provides space for street trees, street lights, benches, trash and recycling cans, bike racks, bus stops, and public art.

Spacing

Research into streetscape design shows good streetscapes blend functionality and vibrancy. This means providing spaces to walk as well as spaces for activity and amenities.

By City Ordinance, new buildings along Broad Street and Washington Street must have at least a 20 foot setback. Additionally, a Council-adopted policy calls for maintaining 10 feet of pedestrian space. To allow for canopy trees, a 6 foot amenity zone should be provided. The remaining space should be split between building zone 4 feet and pedestrian zone 10 feet.

When more than 20 feet is available, the additional space should be used to increase the building zone. This will increase activity and vibrancy.

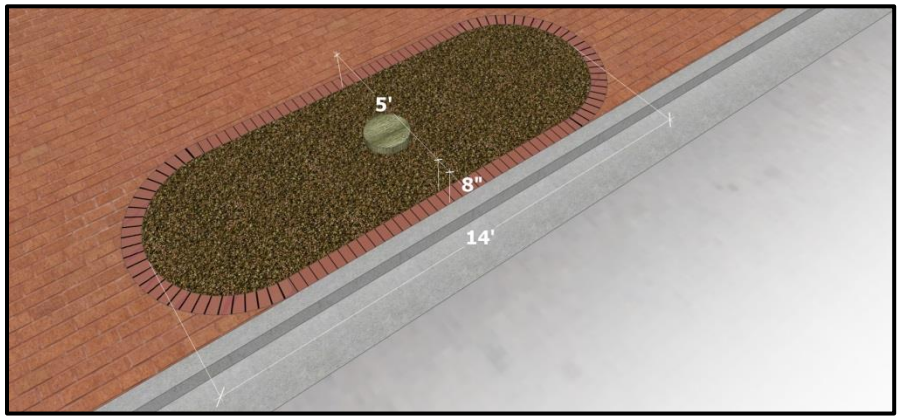
Because of existing buildings, 20 feet is not available in some spaces. When this is the case, the following spaces should be provided: amenity zone of at least 6 feet to allow for canopy trees; pedestrian zone of at least 6 feet to allow two people to walk side by side; and building zone of up to 5 feet to allow for sidewalk dining space and advertising space. Distances are from the back of

the curb. For edged planters an 8 inch paver provides the spacing between the curb and the planter edge. For flush planters an 8 inch paver can serve as the planter edge and abuts the curb.

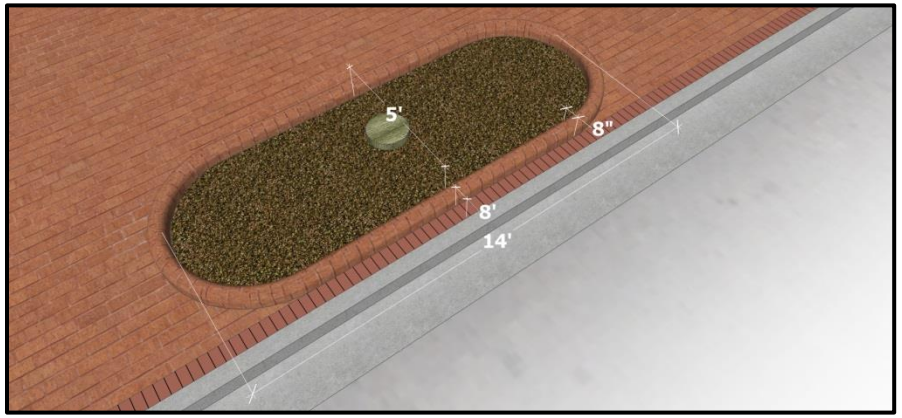
Passable and Impassable Spaces

Streetscape elements can be passable, like the pedestrian zone and areas between amenities. Or they can be impassable, like tree planters, dining areas, and bus shelters. When the pedestrian space is relatively narrow, then the other areas of the street must be more passable to allow for easier passage. When the pedestrian space is relatively wide, then the other areas of the street can be less passable. Half of the amenity area between tree planters should be kept clear to provide pedestrian passing and waiting spaces.

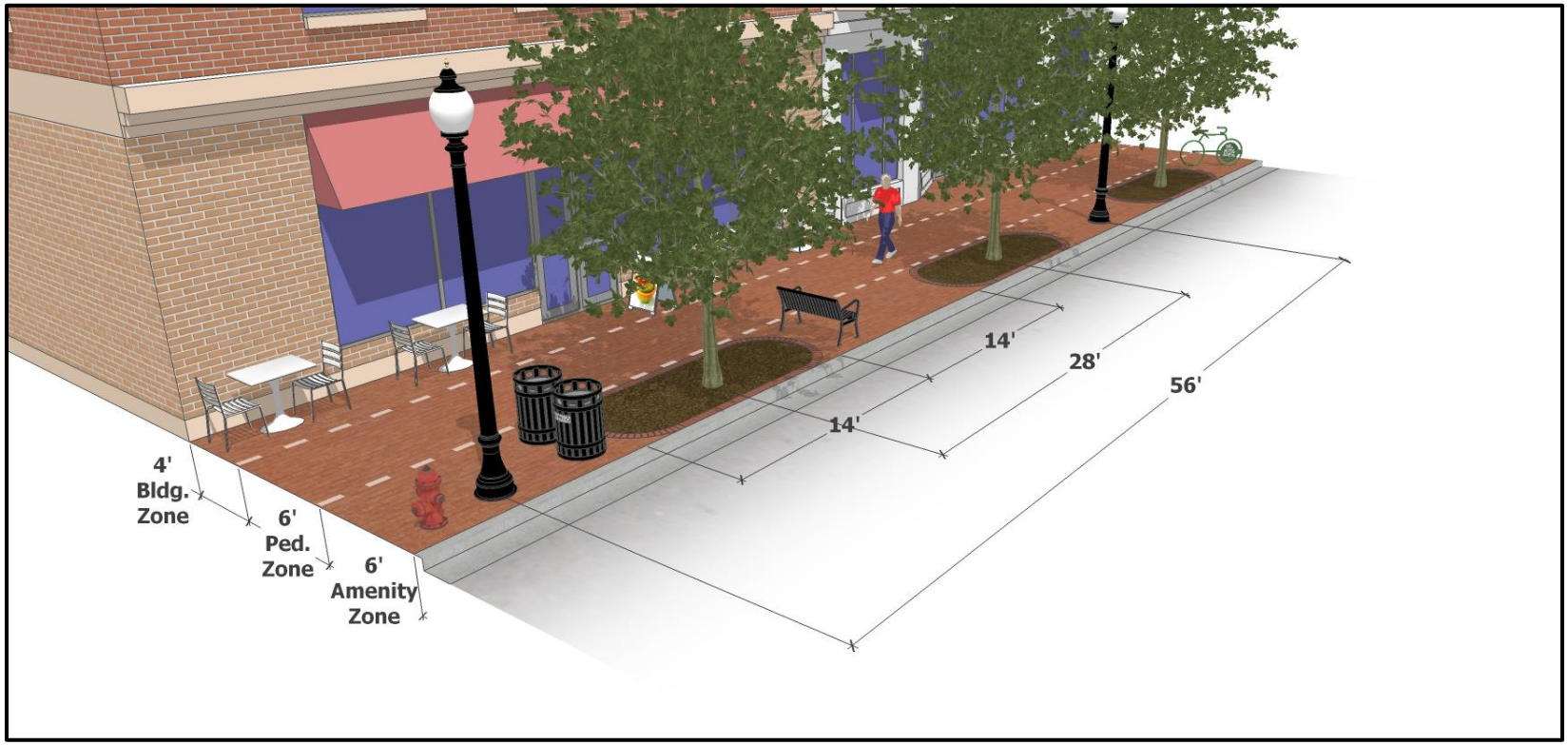
Typical Twenty Foot Cross Section with Flush Planters



Typical Twenty Foot Cross Section with Raised-Edge Planters



Typical Sixteen Foot Cross Section



Crosswalks

Crosswalks are an important part of the City's transportation infrastructure. They support walkability by increasing pedestrian safety.

Crosswalks are also an important part of the City's streetscape. Attractive crosswalks send a message that the City cares about pedestrians and wants to invest in the urban design of the community.

Spacing

The distance between marked crossings is an important part of sidewalk design. By state code, pedestrians are entitled to cross at all intersections in the City, whether a crosswalk is painted or not. However, few motorists yield to pedestrians crossing at unmarked crossings, so marked crosswalks is important.

Many of the City's blocks are 500 to 600 feet long. This distance is generally too long between crosswalks and encourages pedestrians to cross midblock, instead of walking all the way to the next intersection.

To promote walkability and increase safety, the distance between marked crossings along commercial streets should not exceed 250 feet.

Crosswalk Design

Crosswalks should increase pedestrian safety and promote the urban design goals of the City. Paver crosswalks have long been the City's preferred design material. The use of paver crosswalks should be continued as a way to promote to the City's historic character and charm.

Crosswalks can be augmented with raised crossings, flashing lights, and/or refuge islands to increase safety. These features should be incorporated especially for midblock crossings.

Figure 18: Midblock crossings in the City of Falls Church and another example from Wilmington, NC that includes chokers to increase visibility.

Materials

Brick Pavers

Brick pavers are an attractive, durable material. They have been the traditional material of choice for commercial sidewalks in the City. Brick and concrete banding patterns can be used on side streets to transition to residential areas, where concrete is the typical sidewalk material.

Variations in color and pattern should be used to highlight building entrances and driveways.

Figure 19: Truncated dome pavers at 301 West Broad Street alert pedestrians with and without visual impairments to the building's driveway.

Figure 20: Brick banding surrounds concrete panels to create a decorative sidewalk. This should be used to transition the streetscape design from all brick in commercial areas to all concrete in residential areas.

District	Paver Location	Paver Specification
W Broad Street	Sidewalk	Yankee Hill Brick Paver 4” x 8” x 2.25” Medium Red Velour
	Crosswalk or Driveway	Hanover Concrete Paver, Prest Brick 4” x 8” x 3-1/8” Quarry Red, Natural Finish

Deicing

Deicing materials are used to clear ice from sidewalks and driveways during winter months. Rock salt is the traditional material used to clear ice. Rock salt is effective as clearing ice, but has substantial environmental impacts. Recent work from the Metropolitan Washington Council of Governments (MWCOG) shows that alternative materials are available with substantially fewer environmental impacts.

As a way of providing the same safety and accessibility benefits of traditional materials and minimizing environmental damage, the City recommends that Calcium Magnesium Acetate (CMA) be used as a deicing agent. This recommendation extends to all areas of the City. The City will partner with local shops and civic groups to make this material available locally.

Figure 21: Snow removal and deicing keeps sidewalk clear and safe for pedestrians.

Utilities

Utilities should be designed to blend functionality and design.

Overhead Utilities

No overhead utilities are to be permitted.

Backflow Preventers

Backflow preventers protect against contaminants flowing from irrigated areas and ground water back into the residential plumbing system. To protect against hazards, the devices must be installed above ground.

To reduce visual impacts on the City's streetscape, backflow preventers should be installed inside of buildings or new irrigation systems should connect to existing backflow preventers. If new backflow preventers must be installed outside, the smallest possible cases should be used and the devices should be positioned behind other furniture. Any new cases should be dark green or used as canvases for public art.

Figure 22: Backflow preventers can be relocated or screened to reduce visual impacts

Utility Access

Manholes provide access points to service infrastructure. Manholes must be placed as required by infrastructure servicing needs.

Manhole covers should be treated to blend with surrounding materials or be used as opportunities for public art.

Figure 23: Utility covers can be treated to blend with adjacent sidewalk materials. Note that brick pavers may be too heavy a solution, so other materials and treatments should be explored.

Electrical Transformers

Electricity is transmitted at relatively high voltages. Before being transmitted for use inside a building, electrical transformers step down the voltage. Electrical transformers are placed near the buildings they serve.

To reduce the visual impact on streetscape, transformers should be placed inside of buildings or in underground vaults. If this is not possible, the transformers should be fully screened from view. Any existing visible transformers can be used for public art.

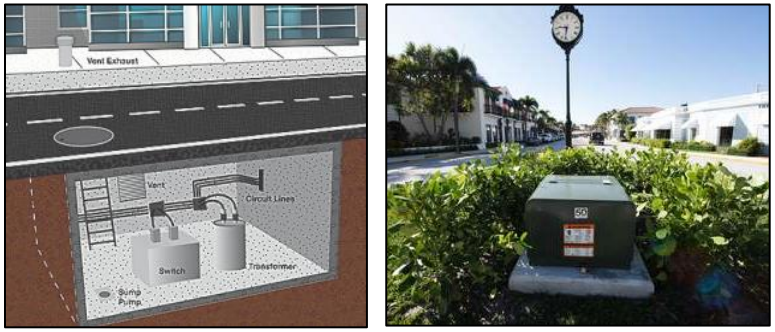


Figure 24: (Left) an illustration of an underground transformer vault by Southern California Edison. (Right) a picture of an electrical transformer vault in the commercial area of Palm Beach screened by landscaping.

Fire Hydrants

Fire hydrants provide firefighters access to water. Hydrants must be easy to access and free of obstructions.

Fire Hydrants should be placed in the streetscape amenity panel (near the curb).

Figure 25: A Fire hydrant near the curb provides emergency access and leaves the pedestrian path clear.

Stormwater Catch Basins

In urbanized areas, rain water (stormwater) runs off of impervious surfaces, like street pavement, concrete sidewalks, and rooftops. Stormwater catch basins placed along the street curbs capture stormwater running through gutters and direct it to treatment facilities.

To reduce the visual impact of catch basins along Broad Street, the current design practices should be continued of designing the tops of the basins to extend half the usual depth into the sidewalk area.

Figure 26: Catch basins can be designed to limit impact on streetscape design.

Traffic Signal Control Boxes

Traffic signals are controlled by nearby control boxes. These boxes contain substantial amounts of electrical equipment.

To reduce the visual impact of traffic signal equipment, control boxes should be screened by landscaping.

Public Art, Landmarks, and Monuments

Public art, landmarks, and monuments in the public right-of-way can distinguish the City's streetscape and is strongly encouraged. Sidewalks are viable spaces for artwork that is interesting and engaging for pedestrians and enhances the streetscape. Sculptures, sidewalk inlays and kiosk displays are examples of public art. Other examples of public art can include paintings, murals, photography, tapestry, glass and works on or of paper.

- Use public art, landmarks, and monuments to celebrate or commemorate individuals, symbols, and events important in the history of Falls Church.
- Any such features should divide streetscape corridors into easily-remembered segments without destroying the overriding visual unity of the corridor.
- Use sculpture, fountains, murals, paved plaza areas and other similar features to enrich the public environment.
- Use materials and designs that reflect the character of the sub-area.

Care should be taken to create opportunities for both temporary and permanent public art.

- The streetscape should anticipate certain focal points, consisting of public art, landmarks, and other monuments to provide special interest.
- Placement of art in the public right-of-way should be treated similarly to any other physical element on a sidewalk. Placement should be restricted to sidewalks with sufficient space, and should not be a hazard to pedestrians or vehicles.
- Locate public art where it will have the maximum impact in terms of visibility.

Figure 27: *Elvis and the Presidents* mural, commissioned by Jim Edmonds.

Figure 28: *Man Feeding Pigs*, created by Richard Beyer.

Maintenance

The City of Falls Church takes pride in its streetscape and expects it to be maintained to a high standard. Financial pressures and competing interests make it difficult to maintain the streetscape through the use of general government resources alone. Public/private partnerships can be effective tools for maintaining the City's streetscape.

To balance cost, speed of service delivery, and consistency of design, building ownership should have the ability to maintain the streetscape and plantings along their frontage and also be responsible for tree replacement if done in connection with a written agreement with the City and adherence with City standards. The City Arborist will retain responsibility for pruning and trimming trees.

Planting Rehabilitation

With the adoption of the West Broad Street Small Area Plan in 2016, the City recognized that partnerships with adjacent business and property owners could be an effective way to maintain plantings. The City should move forward with the directives in the adopted small area plan to develop maintenance agreements with adjacent owners for planting areas. These maintenance agreements would establish expectations for maintenance and provide protections for long term tree health.

Litter Control

The City has long had an adopt-a-park program to help control litter and clean out invasive vegetation. A broader adopt-a-spot program could be stood up to encourage people to sign up for litter control along stretches of the City's commercial streets. City-provided signs would recognize the contributions of individuals and groups to the City's beautification efforts.

Figure 29: Regular maintenance is an important component of a safe, attractive streetscape.

Appendix A: Public Engagement

Work on these streetscape standards was guided by a citizen taskforce. The Taskforce met 9 times over a 7 month period. See the inside cover for a list of Taskforce members.

Throughout the process, meeting materials were made available on the project webpage, http://www.fallschurchva.gov/Streetscape.

Date	Group	Event
May 9, 2016	City Council	Taskforce Chartered
June 14, 2016	Streetscape Taskforce	
July 12, 2016	Streetscape Taskforce	
July 30, 2016	Streetscape Taskforce	
August 16, 2016	Streetscape Taskforce	
August 23, 2016	Streetscape Taskforce	
September 13, 2016	Streetscape Taskforce	Referral to Boards and Commissions
October 18, 2016	Streetscape Taskforce	
November 11, 2016	Streetscape Taskforce	
December 13, 2016	Streetscape Taskforce	Recommendation to Council
January 17, 2017	City Council	Work Session
February 21, 2017	City Council	Work Session
March 13, 2017	City Council	Meeting, Action

Council Approval

Following a public hearing, the City Council adopted these standards by a vote of 5 to 2 with the following resolution at their March 13, 2017 meeting.

RESOLUTION ADOPTING THE "STREETSCAPE DESIGN STANDARDS FALLS CHURCH, VA: BRANDING THE CITY" AS THE PRIMARY STREETSCAPE STANDARDS FOR COMMERCIAL STREETS IN THE CITY

WHEREAS, the City of Falls Church has adopted several policy documents regarding streetscape design over the past 30 years; and

WHEREAS, the City Council desired a review, update, and consolidation of City's policies regarding streetscape design; and

WHEREAS, effective streetscape design serves multiple purposes and the City Council sought to develop consolidated guidelines with the input of key stakeholders and the expertise of staff, boards, commissions, and community groups that will addresses these multiple purposes; and

WHEREAS, a Streetscape Taskforce was established to review existing streetscape policies and recommend changes, and that Taskforce drew broad representation from the City's advisory boards and commissions and community groups; and

WHEREAS, the streetscape standards titled "Streetscape Design Standards For Commercial Streets Falls Church, VA: Branding the City" address the Council's desires for a consolidated set of streetscape design standards that balance multiple community interests.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Falls Church, Virginia that streetscape standards titled "Streetscape Design Standards For Commercial Streets Falls Church, VA: Branding the City" is hereby adopted as the primary streetscape standards for commercial streets in the City.

Appendix B: Checklist

This appendix provides a check list of elements that should be reviewed in applying these standards.

- ☐ **Setback** – Do the project setbacks meet or exceed the setbacks shown in Map 1: Building Setbacks within Different Streetscape Areas, page 8.
- ☐ **Cross Section** – Does the cross section provide spacing for an amenity zone, pedestrian zone, and building zone as specified in section on Cross Sections, pages 16-20?
- ☐ **Street Trees** – Are tree planters designed in accordance with the designs on pages 14-15? Are trees spaced as shown on page 17?
- ☐ **Street Furniture** – Do the street furnishes matches the standards and colors specified on pages 10-12? Is the furniture spaced as detailed on pages 16-17? Is the furniture oriented as depicted in 16-20?
- ☐ **Crosswalks** – Is the frequency and proximity of crosswalks consistent with the standards on page 21?
- ☐ **Sidewalk and Crosswalk Materials** – Are the sidewalk and crosswalk materials consistent with the standards on pages 21-22?
- ☐ **Utilities** – Are utility designs, locations, and layouts consistent with the details on pages 24-26?
- ☐ **Maintenance** – Has a maintenance agreement been developed that is consistent the standards on page 28?

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